

AGC/WSDOT Structures Team Minutes

September 10, 2005

Members in Attendance

Attendees:	Company:	Phone:	E-mail:
Kapur, Jugesh	WSDOT-HQ	360-705-7209	kapur@wsdot.wa.gov
John Quigg	Quigg Bros.	360-533-1530	johnq@quiggbros.com
Foster, Marco	WSDOT-NWR	360-757-5999	fosterm@wsdot.wa.gov
Hilmes, Bob	WSDOT-ER	509-324-6232	hilmesb@wsdot.wa.gov
Smith, Tobin	Max. J. Kuney	509-535-0651	tobin@maxkuney.com
Madden, Tom	WSDOT UCO	206-768-5861	maddent@wsdot.wa.gov
McCoy, Charlie	Atkinson Const.	425-255-7551	charlie.mccoy@atkn.com
Olson, Ryan	Mowat Const.	425-398-0205	ryan.olson@mowatco.com
Swenson, Robb	Kiewit-General	360-394-1407	Robb.Swenson@kiewit.com
Weckerlin, Tim	Kiewit Pacific	425-255-8333	Tweckerlin@kiewit-pbd.com
Schmidt, Virgil	WSDOT-HQ	360-705-7825	schmidv@wsdot.wa.gov
Sheikhizadeh, M.	WSDOT-HQ	360-705-7828	sheikhm@wsdot.wa.gov

The following people were in attendance for the SR 520 pontoon presentation.

Patrick Clark	WSDOT-HQ	360-705-7220	clarkep@wsdot.wa.gov
Michelle Dewey	Jones&Stokes	425-893-6403	mdeweycjsanet.com
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Alan Chan	WSDOT-UCO	206-381-6427	chana@wsdot.wa.gov
Pat McGarry	Manson Const.	206-762-0850	pmcgarry@mansonconstruction.com
Kinyan Lui	WSDOT-UCO	206-381-6404	luik@wsdot.wa.gov
Chris Anderson	WSDOT-UCO	206-381-6445	andersoc@wsdot.gov
Fred Tharp	WSDOT-HQ	360-705-7816	tharpf@wsdot.wa.gov

The meeting started at 9:00 AM. Mo introduced Patrick Clarke of the Bridge & Structures Office to present the SR 520 Pontoons – Best Contracting Methods.

SR 520 Pontoons-best Contracting Methods

Patrick Clarke showed a slide presentation of past floating bridge contracts, where pontoons were constructed, and what the current status of those dry docks is. Michelle Dewey followed by discussing different environmental permits needed to construct pontoons in dry docks.

SR 520 has 55 pontoons that will require a 10 to 20 acre plan area for constructing the pontoons in 6 cycles of six months each for a three year period of total construction. WSDOT is currently searching for a site and will obtain all environmental permits prior to advertising the contract. Different contracting methods are also under investigation and Patrick at this time proposed other methods and solicited feedback from the Contractors.

Method #1 - Contractor finds a site, develops it, and acquires all permits

Identify risks to the State:

- Limited bidders
- Timeline for permitting

Identify risks to the Contractor:

- Uncertainty of being able to get permits
- Contractor not aware of permitting pitfalls during bidding
- Too huge of a risk to bidders
- Material cost escalation during a long duration contract
- Working relationship with resource agencies unknown due to subjective interpretations of environmental laws
- No one foresaw risks at PA

Method #2 - State finds, develops, and acquires all permits prior to advertising

Identify risks to the State:

- No flexibility for Contractor innovation

Identify risks to the Contractor:

- Site will not fully suit contractor's needs
- No allowance for innovation

Method #3 – State Finds and permits site, and contractor develops site as part of bridge contract

Identify risks to the State:

- Unforeseen delays (similar to the PA site)
- Force account payment for contractor reallocation of resources
- Delays and increased costs

Identify risks to the Contractor:

- None

Other Ideas:

- Negotiate with local and permitting agencies for the State to develop site for future recreational purposes after construction
- Investigate breaking up the contract in smaller segments. May encourage more bidders, but may also be inefficient.
- List/identify permitting pitfalls and deal breakers. If construction on barges is absolutely not allowed, highlight upfront.
- Provide for longer bid period, 8-12 weeks
- Provide for towing design guidelines for construction outside the region and towing to site (Canada, Columbia River, Aberdeen, etc.) May become attractive to international contractors.
- Consider a pile supported bridge, similar to the Bay Bridge

New Member

Mo introduced and welcomed a new member Tim Weckerlin with the Kiewit Pacific. Tim will replace Dan Leachman on the team.

Review of Aug. 12, 05 Meeting Notes

Tom Madden had some minor corrections to the previous meeting minutes that he gave to Mo.

AGC Lead Team Report

Mo and Charlie informed the team of September AGC/WSDOT lead team meeting discussions:

- The current fuel prices have been escalating, the trucking industry would like to have a fuel cost escalation clause in future contracts, but the paving associations were against the escalation clauses. They lock in their asphalt costs for a year at a time.
- Last year, WSDOT sent out an instructional letter to the PE's on the usage of materials on hand for steel purchases. Contractor's can purchase all of the steel early on in the job and the state will pay for it on materials on hand, even if the material isn't stored on site. Although this instructional letter has expired, consideration should be given to extending it.
- The State is considering introducing a bill to lower the minimum contract size on design/build contracts to \$2 million for the next legislative year.
- WSDOT is also considering a design/build option for the specialty type work, such as, ITS, and electrical/mechanical jobs. The AGC opposed the design-build option for the specialty type contracts.
- WSDOT and the AGC are supporting legislation to reduce the performance bond to 50 percent of the work value for contracts over \$100 million.
- Robb Swenson agreed to give a presentation on the construction of the Bay Bridge at the annual AGC/WSDOT meeting next January.

Action Item: None needed.

Western Bridge Engineers' Seminar

Mo informed the committee of the Western Bridge Engineers' seminar in Portland on September 26, 27, and 28th, and encouraged the contractor to attend.

Action Item: For information purpose only.

August Action Item Updates

- **Non Contact Rebar Lap Splice**: Mo handed out a new standard specification, Section 6-02.3(24) D, that allowed a non-contact lap splice in certain cases where rebar contact lap splices are not feasible.
- **Seismic Retrofit**: The requirement for 7-day grout strength of 4000 psi for the grout in column steel jackets has been deleted. There is now only a 28 day strength requirement of 4000 psi grout.
- **Pile Driving Vibration Monitoring**: The vibration Std. Specification Section 6-05.2(11)H for pile driving is being deleted out of the Std. Specifications and the vibration caused by pile driving will instead fall under the vibration specification for fresh concrete Section 6-02.3(6)D, Protection Against Vibration. Further discussions continued regarding whether we need to distinguish a difference between different type hammers for equipment classifications.
- **Use of Flame Torches for Rebar Trimming**: Mo handed out an addition to the Construction Manual to allow use of flame torches in the field to cut reinforcing steel. It states in part that the Contractor would be responsible for protecting the structure and steel from damage and repairing or replacing any damaged materials at the Contractor's expense.

Action Plan: Mo will investigate classification of different type hammers.

Plasma Heat Cutting of Rebar

Mo asked the contractors if they had used plasma torches before for cutting steel. Almost all of the Contractors had used this equipment, but they had all rented it in the past. Mo said that the WSDOT was going to implement the use of a plasma torches as an alternate to core drilling through concrete and reinforcing steel. The operation would be to rotodrill down to the reinforcing steel, then using a plasma torch to cut the bar and continue drilling with the rotodrill. This would only be used where the design called for cutting through the reinforcing steel.

Action Item: Mo will draft up a specification that allows plasma cutting of reinforcing steel.

Use of expanded Metal Forms

Mo showed a short presentation on stay in place galvanized expanded metal forms. Most of the contractors in the room had used them in the past to a limited degree. Mo thought he would write up a section on expanded metal forms in the Construction Manual allowing them where there is a construction cold joint. They wouldn't be exposed and the form would be buried in the concrete.

Action Item: Mo will write an explanation in the Construction Manual when stay in place forms would be allowed in construction.

Construction Joint at Hinge Diaphragm in Prestressed Girder Bridges

Mo said he had a contractor that wanted to move the deck construction joint at hinge diaphragms out away from the fillet 6 inches; they thought this would be easier to form. The Contractors at the table had varying opinions, but said they wouldn't necessarily know and that their field superintendents would have a better handle on the issue.

Action Item: The Contractors are going to ask their field superintendents where they would prefer the construction joint in the deck at hinge diaphragms.

Work Access Special Provision Review

The discussion centered on if the permit requirements are placed in the Contract that deal with building work access over and in a waterway, new construction, and or demolition of a bridge over a river. WSDOT needs to pull out the requirements that are applicable to the Contractor out of the permits and place these in the Special Provisions so the Contractor will know the constraints that they have to follow.

There was a discussion if debris removal around a work trestle is paid for on force account or if its incidental to the cost of the work trestle.

Also, if temporary open ended piling for a work trestle needed to be filled with sand after their removal. Is it a Spec. requirement or a permit requirement? As discussed above this needs to be clearer in the contract.

Action Item: Mo will propose a revision to this Special at the next meeting.

The meeting adjourned at 12 noon.

Next meeting is scheduled for October 7, 2005